



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

JAMES PALMER
CAMBRIDGESHIRE &
PETERBOROUGH MAYOR

Agenda Item No: 2.6

Report title: Cambridgeshire Autonomous Metro Update

- To: Transport & Infrastructure Committee
- Meeting Date: 6 January 2021
- Public report: Yes
- Lead Member: Mayor James Palmer
- From: Simon Wright, OBE CEng FICE, Engineering and Technical Advisor to CAM
- Key decision: No
- Forward Plan ref: Not applicable
- Recommendations: The Transport and Infrastructure Committee is recommended to:
- a) Support the Mayor in his representative role on the Greater Cambridge Partnership Executive Board by recommending that the Combined Authority Transport and Infrastructure Committee take an active role in advising the Mayor on CAM metro matters prior to his attendance at the GCP Executive Board.
 - b) To facilitate (a) to amend Chapter 8 of the Combined Authority's Constitution (Transport and Infrastructure Committee), Section 3, to include:

3.2.13 Review matters related to the CAM scheme prepared by the Greater Cambridge Partnership and make representations to the GCP Executive Board related to CAM matters.
 - c) To support the Mayor in his attendance at the Greater Cambridge Partnership Executive Board by reviewing and commenting upon the proposal for a route north of the A428 (Appendix 1) and request that it be considered by the GCP in addition to the southern route before making a decision on a preferred Cambourne to Cambridge route.

Voting arrangements: A simple majority of all Members

1. Purpose

- 1.1 This report highlights the role of the Combined Authority as the Local Transport Authority and therefore proposes a more active role for the Committee in supporting the Mayor as a non-voting attendee at the meetings of the Greater Cambridge Partnership Executive Board, which would require an amendment to the Combined Authority's Constitution.
- 1.2 The report also invites the Committee to consider an additional proposal for a route from Cambourne to Cambridge with a view to inviting the GCP to investigate the additional route before finalising its proposals for the C2C scheme.

2. Background

- 2.1 This Committee received an update report on the Cambridgeshire Autonomous Metro at its meeting in November. Work continues to build the organisational structure of One CAM Limited with recruitment to key roles continuing. As One CAM Limited begins its work it will be important to have clarity around the role of the Local Transport Authority and of the Transport & Infrastructure Committee. Given the Mayor's invitation to attend the GCP Executive Board and the Committee's responsibility for oversight of the delivery of the schemes in the Local Transport Plan it is important that the Committee is able to comment on CAM related matters which are before the GCP Executive Board. This builds on the recent work done by the Committee on the GCP consultation on the CSET scheme with the assistance of GCP officers.

Combined Authority and Greater Cambridge Partnership Joint Working

- 2.2 It is important that the Combined Authority and the GCP work effectively together to deliver the CAM project. In particular, effective working arrangements are required to ensure that the delivery of the elements of the CAM for which the GCP is responsible is co-ordinated with the delivery of the elements for which the Combined Authority is responsible. In April 2021 the current delegation of public transport functions from the Combined Authority to the County Council and Peterborough City Council will end and the Combined Authority will be responsible for all the transport functions granted to it by the Cambridgeshire and Peterborough Combined Authority Order 2017. The effective delivery of those functions in Greater Cambridge will also require effective working arrangements with the GCP.
- 2.3 The Combined Authority is the Local Transport Authority and is responsible for the Local Transport Plan [LTP] and its CAM Sub-Strategy. The elements of the CAM being delivered by the GCP via City Deal funding must conform to the LTP.
- 2.4 At present there is no formal relationship between the Combined Authority's Transport & Infrastructure Committee and the GCP's Executive Board, although both bodies consider business cases and progress reports relating to the CAM project. The Mayor now has a non-voting seat on the GCP Executive Board at the invitation of its Chair but there is no formal mechanism to enable the Committee to advise the Mayor on the matters relating to the CAM which he might wish to raise at the GCP Executive Board. The current officer working arrangements between the Combined Authority and the GCP are important but are no substitute for aligned decision making at elected member level.

- 2.5 Current arrangements have included the Committee considering whether GCP proposals for their elements of the CAM are in conformity with the LTP CAM Sub-Strategy but this tends to take place at a late stage in the GCP's development of its proposals. It would be better if there were a role for the Committee in contributing to the development of GCP CAM projects at an earlier stage when the proposals are more amenable to change.
- 2.6 It is proposed that before reports are considered by the GCP Executive Board on business cases relating to the CAM they should be considered by the Committee so that the Committee can decide whether there are any issues which they would like the Mayor to raise on their behalf at the Executive Board. The current practice of the GCP is to publish the reports to be presented to the Executive Board early on the GCP's Joint Assembly's agenda so that the Joint Assembly has the opportunity to comment on reports before they are considered by the Executive Board. The proposal is to give the Committee a similar opportunity but limited to reports relating to business cases for the CAM.
- 2.7 The detail of the proposal and the required amendment to the Committee's terms of reference are set out below.

C2C Route – Alternative Proposals

- 2.8 The Mayor has previously stated that “collaboratively working between the Combined Authority and GCP will ensure that the collective transport infrastructure investments in the region will work to become more than the sum of their parts. Joint working and alignment is important so that we ensure the future delivery of transport schemes which will improve connectivity across Cambridgeshire and Peterborough as a whole.”
- 2.9 The Combined Authority has previously reviewed the GCP C2C proposals against the LTP CAM Sub-strategy. A previous report to this Committee on 8 July 2020 found that the proposed C2C route by GCP was not compliant with the emerging Sub-Strategy and asked the GCP to formally comment on the proposals. A response from the Chief Executive of the GCP is attached at Appendix 1.
- 2.10 As a result of concerns raised by local residents with the Mayor as Chair of the Local Transport Authority and following the independent report on compliance with the CAM sub-strategy referred to above, a number of high-level alternative route proposals have been considered by the Combined Authority. GCP officers were asked to take part in technical workshops with the Combined Authority to consider alternative route alignments. From those workshops Combined Authority officers have developed a preferred indicative route corridor and have recently shared this preferred route corridor with GCP colleagues. In response GCP officers have raised some initial concerns and asked for further investigations on the additional cost of a northern alignment, an assessment of the impact on the environment and the potential construction complexity and risk associated with the preferred corridor. A plan showing a broad corridor for the potential alternative route is attached at Appendix 2. It should be recognised that this is a proposal for an alternative route which will require considerable further exploratory work and consultation with the public before the route can be approved. It is provided to give some transparency on the discussions between the Combined Authority and the GCP.
- 2.11 More detail on the preferred northern corridor will be brought back to the Committee and GCP Executive Board regarding the further investigatory work and timescales as this

emerges from the continued officer working arrangements. In addition to the above preferred route corridor the Combined Authority will continue to explore other potential options to the north of the A428 in seeking to overcome the initial concerns raised by the GCP officers.

- 2.12 To ensure the project has effective internal oversight, an officer executive steering group has been established to ensure continued coordination between the Combined Authority and GCP on their component projects of the CAM programme.

Transport and Infrastructure Committee: Terms of Reference

- 2.13 In order to support the Mayor in his role as representative of the Local Transport Authority on the GCP Executive Board, it is proposed that the terms of reference of the Committee should be amended to give the Committee the power to review CAM related matters being considered by the Greater Cambridge Partnership related to the CAM scheme and make representations to the GCP Executive Board related to CAM matters. Meetings of the Transport and Infrastructure Committee could then be timetabled to allow for consideration of such proposals in a timely fashion to enable the Mayor to actively engage with the GCP Executive Board on matters related to the CAM scheme.
- 2.14 To support these new arrangements, officers of the GCP would be invited to present and discuss relevant items of business as they came before the Committee. The GCP officers have previously attended a meeting of the Committee to give a presentation on the Cambridge South East CAM route consultation.
- 2.15 The following changes to the terms of reference of the Transport and Infrastructure Committee would enable it to consider GCP business cases:

- a) Amendment to Chapter 8 of the CPCA Constitution (Transport and Infrastructure Committee), Section 3, to add the following wording:

3.2.13 Review matters related to the CAM scheme prepared by the Greater Cambridge Partnership and make representations to the GCP Executive Board related to CAM matters.

Significant Implications

3. Financial Implications

- 3.1 There are no financial implications to be notified in this report.

4. Legal Implications

- 4.1 Changes to the terms of reference of the Transport and Infrastructure Committee require an amendment to the Constitution and are a matter for the Combined Authority Board.
- 4.2. Other legal implications of significance are noted in the body of this report.

5. Other Significant Implications

5.1 None.

6. Appendices

6.1 Appendix 1 – Indicative Plan – Northern C2C Route Alignment

7. Background Papers

7.1 None